

WEEKLY COURIER.

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JASPER, INDIANA.

TOPICS OF THE DAY.

News from Everywhere.

PERSONAL AND POLITICAL.

CONSIDERABLE excitement has been caused in political circles by the publication of an alleged interview between Gen. Grant and the Rev. C. H. Fowler, in which Gen. Grant speaks somewhat disparagingly of Gen. Hancock. The latter, in an interview with a newspaper correspondent, said he could not believe Gen. Grant to be guilty of the discourtesy to a brother officer attributed to him in the publication referred to, but in case he should be assured that the statements referred to were the utterances of Gen. Grant, he should not long neglect to give the public his side of the questions at issue.

GEN. GRANT and Logan attended the reunion of the survivors of the Twenty-first Illinois Regiment at Decatur on the 6th. Gen. Grant was the first Colonel of this regiment.

D. P. DEWEES, the Greenback candidate for Judge of the Supreme Court of Pennsylvania, in a published letter, withdraws from the canvass, for the reason, he states, that Gen. Weaver is using his influence as the head of the National ticket, in favor of the Republican candidates.

PROF. BENJAMIN PIERCE, mathematician and Professor at Harvard College, is dead.

THE Mexican House of Representatives, by resolution, have declared Gen. Gonzalez duly elected President of the Republic, his term to begin on the 1st of December.

COL. R. T. VAN HORN was unanimously nominated for Congressman on the first ballot by the Republican Convention of the Eighth Missouri District.

JAMES M. STRIKER, Postmaster of the United States House of Representatives since 1876, died at his home in Alexandria, Va., on the 7th, aged 54.

JUDGE CLIFFORD, of the United States Supreme Court, has been stricken with paralysis and is considered in a dangerous condition. He is in his seventy-eighth year.

THE Democrats of the Fourth Illinois District have nominated N. C. Warner for Congress.

THE Democrats of the Tenth Illinois District have nominated Henry E. Alvord for Congress.

COLQUITT's majority over Norwood for Governor of Georgia is about 60,000.

HON. THOMAS DEVAL, U. S. District Judge for the Western District of Texas, is dead.

GEN. GRANT had a public reception in New York City on the evening of the 11th. There was a grand torch-light parade of Republican clubs, with other demonstrations.

COMMERCE AND INDUSTRY.

THE Government has convened a conference of Russian cotton manufacturers at Moscow to discuss the threatened crisis in the industry. At many of the Moscow mills many of the operatives have been reduced 15 per cent. The recent reduction of 10 per cent at Khlof's great mill at Smolok produced a four-days' strike and riot there. Similar outbreaks are apprehended elsewhere if wages are reduced, as the failure of the harvest has doubled the price of food.

DE LESSEPS announced at a recent meeting of the Paris Academy of Sciences that operations for carrying out the scheme of the Panama Canal are about to be begun under the auspices of the Syndicate composed of the principal financial establishments of America and Europe.

CRIMES AND CASUALTIES.

THOMAS FORREST, who fatally stabbed Michael Corbis for discharging him from employment at the California Mine, Silver Reef, Utah, was taken from jail during the night by masked men and hanged.

JACOB BARR was thrown upon a circular saw in a mill near Mount Gilead, O., and completely bisected, death resulting instantly.

THREE cars of an express train on the Fitchburg (Mass.) Railroad were thrown from the track at Littleton Station on the night of the 7th. A Mr. Faulkner, from Ayer, and Mr. A. Vartney, the Master Car-builder of the road, were instantly killed, while fifteen other persons were injured, some of them seriously. The cars were terribly wrecked and the fact that there were comparatively few passengers on board is the only thing that saved it from being a wholesale disaster.

MRS. FANNY EASTERLING was burned to death in her own house at Georgetown, S. C., on the morning of the 7th.

A GAMBLER named "Doc" Jenkins died at the card table in Charlotte, N. C., on the night of the 7th. He was playing for high stakes, and was just in the act of throwing down the winning card when he dropped dead. Heart disease, aggravated by the excitement of the game, was the cause of his death.

CHARLES ROEDER and Charles Freeman were thrown from a scaffolding to the pavement, a distance of twenty-five feet, at Bradford, Pa., both being killed. The accident was caused by the breaking of a rope.

A DIFFICULTY occurred a few days since at Concordia, Bolivar County, Miss., between B. F. Owen, Justice of the Peace, and J. W. Glover, a farmer. Owen was holding his court. Glover made a disturbance, and was ordered under arrest by Owen. Pistols were at once drawn by both, and firing commenced. Owen fell dead. Glover ran about three hundred yards and fell, fatally wounded. He died after lingering eight hours. Both young men were of good standing in the community.

A TELEGRAM from Breslau, Germany, reports that an accident occurred on the 6th inst., in a mine near Kattowitz. Fifty-four workmen were overwhelmed, all but four of whom were suffocated.

It was reported on the 8th at Del Norte, Colo., that young Jackson, who was captured by the Indians, had met his death at the stake.

GEORGE LOWERY and David Thomas, both white men, were hanged by a mob in Nelson County, Va. Their offense was an indecent assault upon a lone widow, followed by the robbery of her house.

Two brothers named Wilson, who invaded the Ute Reservation and run off a dozen of horses, were pursued by the Indians, overtaken and shot, between "Jack's Cabin" and Crested Buttes.

A TERRIBLE accident occurred on the Pennsylvania Railroad in the suburbs of Pittsburgh on the night of the 9th. The Walls accommodation train left the Union Depot in two sections, both being crowded with passengers returning home from the great political demonstration held that night in the city. At the Twenty-eighth Street crossing the first section was compelled to come to a halt on account of another train, and while standing still the second section came up at considerable speed, the locomotive crashing into the rear car of the forward section, which was packed with passengers even to the platforms. Nine persons were killed; eleven others died within a few hours afterward from their injuries; while as many more were badly hurt and a large number sustained lesser injuries. It is said that the engineer of the last train was unable to see the red light displayed from the rear of the forward train, on account of the crowd of persons occupying the platform.

A COLLISION on the New York and New England Railroad, near Williamstown, Conn., on the night of the 8th, between a passenger and a freight train, resulted in the death of the engineers and firemen of both trains and the conductor of the freight train. Kenyon and Flood were the engineers, Forsythe and Hurley the firemen, and Aldrich the conductor.

MR. LEON BOUCHER, of St. Louis, a well known manufacturer of paints and varnishes, committed suicide on the night of 10th. Cause not known.

AN affray recently occurred between whites and Indians, about 30 miles east of Los Pinos Agency, Colo., which bids fair to lead to still more serious results. According to one account, two Indians invaded the freighters' camp of J. H. Jackson and acted in a threatening manner, which resulted in A. T. Jackson, a nephew of J. H. Jackson, shooting one of the Indians, said to be a son of Chief Sapanovari, killing him. The next day the party were surrounded by Indians, who demanded the men who did the shooting the night before. A company of soldiers had meanwhile arrived at the scene of the trouble and took the freighters in charge and marched them to Kline's Ranch. Young Jackson was then started for Gunnison City for trial, in charge of several men, but the party had only proceeded about three miles when the Indians overpowered the guard, as claimed by them, and took off their prisoner, whose fate has not yet been learned. Jackson's friends are indignant at the military authorities for not affording him proper protection, and threaten to avenge his death, if such, as is probable, be the termination of his captivity.

A TERRIBLE tragedy occurred on the 8th, in Pike County, Ill. About one mile above Cincinnati Landing and six miles west of New Canton lived a family named Baker, consisting of father, mother and two daughters, the elder aged fifteen. With and working for them lived a young man named Sellers, who was from near Nebo, in the same county. Sellers, it seems, had been paying attention to the elder daughter, had become deeply attached and desired she should marry him. To this the mother, probably on account of the youth of the daughter, would not consent. On the evening of the day named Sellers again insisted that the girl should marry him, and consent being again refused, he drew a revolver. Taking deliberate aim he first shot the dog belonging to the family, then quickly shot Mrs. Baker, the mother, and then the girl whom he loved. This done, he placed the muzzle to his own temple and fired. Each shot was instantaneously fatal. The tragedy was witnessed by the younger daughter, from whose testimony before the Coroner's Jury the above facts were elicited. Mr. Baker, the father, was not at home at the time.

SHERIFF MCCORMICK, of Shelby County, Ind., was shot and killed on the night of the 9th while trying to quell a disturbance at a political meeting. There are contradictory statements as to the origin of the trouble.

JOHN CARSON and his son and another boy, named Benner, were run down by an express train and all killed while passing through a railway tunnel near Huntingdon, Pa.

MISCELLANEOUS.

THE Russian papers are filled with accounts of the great destitution prevailing in the interior. Many deaths from starvation have occurred.

THE Chilean forces, under the command of Capt. Patrick Lynch, have occupied Chinitote, Peru, and, unless a heavy contribution is forthcoming, which has been demanded, the place is to be sacked. There are large sugar manufacturing establishments at this place. Reports of peace between Peru and Chili seem to be without foundation.

VIRGINIA's population is 1,309,335, being an increase over the population of 1870 of 284,172, or about 23 per cent.

Two masked highwaymen captured one of Barlow & Sanderson's mail coaches, eight miles from Denver, on the night of the 7th. Strange to say, the only thing taken was the unregistered mail pouches. There were two passengers on board, neither of whom was molested, and the express packed

ages and registered mail pouch were left intact.

A WELL-DEFINED case of yellow fever is reported from New Orleans, but so late in the season as to cause no apprehension of the spread of the disease.

THE citizens of Ouray, Colo., have held a meeting and resolved that in case the Government does not take steps to get rid of the Utes they will take the matter into their own hands.

THE cattle sheds at Miller's distillery at Sterling, Ill., burned on the 9th. There were over 1,400 head of cattle in the sheds, 1,100 of which were burned to death, and of those gotten out many were badly injured. The herd belonged to Isaac Waisel, of Chicago, whose loss is about \$40,000, with no insurance. The loss on sheds and hay is about \$10,000; insured for \$5,000.

FRENCH & WARD's woolen mill at West Stoughton, Mass., burned on the night of the 9th. Over 300 employees are thrown out of employment. Several of them were injured during the fire.

THE National Board of Health sustains the recent report of Inspector Sterling concerning cases of yellow fever on the Lower Mississippi.

THE one hundred and fiftieth anniversary of the founding of Baltimore was celebrated with great display. The preliminary exercises took place on the 11th.

MORRIBLE!

Particulars of the Recent Railroad Accident at Pittsburgh, Pa.—Nine Persons Killed Outright, and Many Others Fatally Injured.

PITTSBURGH, Pa., October 10.

THE frightful collision that occurred last night at midnight on the Pennsylvania Railroad, near the Twenty-eighth street crossing, was more disastrous than at first reported. Nine people were killed outright and fifteen more have died since, making in all twenty-four deaths, while as many more are dangerously hurt, whom the physicians say cannot recover. In addition to these, there are a large number who are but slightly injured. As stated last night, the first section of the Walls accommodation, going east, left the Union Depot at 11:31 p. m., having a large crowd of passengers who had been to the city participating in the closing exercises of the Exposition, and to witness the Democratic demonstration. The back platform was so crowded that the headlight on the second section following could not be seen. The first section stopped at the regular station, Twenty-eighth street, where they were delayed on account of another train which was in the next block. The second section came along at a good speed, but, owing to the crowds on the back platform of the first section, the signal lights were hidden from view, and, consequently, the engineer of the second section did not see the train ahead of him until he was so near it that his train could not be checked in time to arrest a collision, and the engine went crashing into the rear coach of the first section, packed as it was with human beings. Among these unfortunate the engine buried itself to the very car windows, in among screaming, suffering men, women and children, mangled all who were in its course. The boiler-head of the colliding engine was burst off by the shock, and scalding water and steam poured over the occupants of the car, as if bent on completing the horrible work that had gone before. It is impossible to describe the fearful scene that followed. The moans of the dying and wounded and the shrieks of those who had lost their friends were frightful. Word was immediately telephoned to the Mayor's office for assistance, and twenty-five policemen with a full corps of physicians and wagons were dispatched at once to the scene of the disaster, where they were soon busily employed in alleviating the sufferings of the victims and clearing the wreck. The wounded, who were unable to care for themselves, were carried to the Soldiers' Hospital, located but a short distance from the accident.

The name of the engineer of the second locomotive is Julius Huey, and that of the fireman Rambo. Both are residents of Pittsburgh, and escaped injury, notwithstanding they stuck to the engine when it plowed through the rear car of the other train.

Among the more prominent of the killed was John J. Torley, who was for many years connected with the City Government and a politician of considerable note. One of his daughters was also killed. J. H. Hetrel, an artist of National reputation, was peculiarly unfortunate, three of his children being among the killed. One of them, a young man of nineteen, who was preparing to enter West Point Military Academy, died early this morning. The other two, one of them being a beautiful girl of fifteen, expired in great agony to-night. James H. Love, the first engineer employed by the Pennsylvania Railroad, lost two sons, both of whom were almost instantly killed by inhaling hot steam. The Rev. Roup and his two sons, who lived at Roup's Station, are among the dead. They were dreadfully disfigured by scalding.

A lady's glove was found in the coach this morning containing the skin of her hand as perfect as if it had been taken off with a knife. She had been scalded.

THE STORY OF AN EYE-WITNESS.

Edward Earnest, the watchman who was on duty at the Twenty-eighth street crossing when the collision occurred, made the following statement to-night: "There was another east-bound train on this block when the first section of the Walls accommodation arrived, and she was held here until the other train could get off the block. I don't know that I ever saw a train more crowded. Every platform was packed. Between the last two coaches I don't think it would be possible for any one to have found foot-room. On the rear platform of the last coach you couldn't see the platform for the people. The crowd on this platform was packed so that no one behind could see the light, and when I saw the other section coming I knew there was going to be a collision. I shouted at the people in the car, and some of them scattered, but before the breath was out of my mouth the engine was into them. I don't know whether you can imagine how I felt or not. There I was, crippled and useless, and with all those people dying before my eyes, for all I knew. All I could do was to hobble around and shout for help. I could have cried at my own helplessness. The scene must have been terrible. After the crash—I don't know why it was—but it seemed quiet to me in all the excitement that I was in. And there wasn't, or at least I didn't think there was, as great a crash as one would expect. I have heard more noise made by the bumping of freight cars when they were being coupled up, and the people in the car did not do much shrieking. I guess they were half suffocated with the steam. Anyhow, there were a few that acted crazy-like, and they were badly scalded, and the crowd soon took them away. It seemed to me that in less than fifteen minutes all the injured were out of the cars and on the way to be taken care of."

English Ignorance of America.

I remember, says a writer in the Syracuse (N. Y.) Herald, having young Englishman for a near neighbor some years ago, who used to make a sort of confidential counselor. I was an agreeable, pretty intelligent fellow, and too well bred to utter all his thoughts aloud, but away down in the bottom of his heart I always fancied cherished a complacent notion that the United States by coming to live them. One day he entered my office displaying a new silk umbrella. "How much do you suppose that cost me?" he inquired, as he turned it up and up and down to enable me to inspect it thoroughly. "About eight dollars, I should say," I answered after examining it. "Eight dollars?" he repeated; "that is—a one pound twelve, isn't it? Well, you came no far from it. I paid in all just two guineas for it." "Then, my friend, am sorry to say you were cheated. How came you to give so much?" "Cost one pound two at Martin's in the Arcade, and as I knew your custom duties here were so outrageous, I paid a purser on one of the ocean steamers a sovereign to get it to me." "But why, for Heaven's sake, did you send abroad for it?" "Oh, I knew that in this country I should have to pay Martin's price, and the duty, and the porter's profit, whereas, by importing directly myself, I had only the first cost and a bonus pay." "But would not an American umbrella have kept the rain off your head equally well?" "An American umbrella! I did not suspect that you made them in this country." On another occasion my English friend sent home for a set of Dickens' works, and was amazed to learn that he could have bought the same books here for half the price in an edition authorized by the great novelist himself. Once more he met with a like startling bit of news in regard to barometers, and again when he took infinite pains to smuggle through the custom house a London silk hat. I lost sight of the young gentleman a good while ago, but I hope, if our paths ever cross again, that I shall find him wiser for the lessons of observation he has learned in the interval.

Snipe Hunting in Nevada.

ONE of the most interesting snipe hunts of the season took place at Wadsworth one night last week. The method of sacking snipe had been explained to a young man who had recently arrived there, and he was eager to go on a hunt. So, fully instructed, he took up his position on the top of a big rock on a hill overlooking the town. He carried with him a red signal lantern and a big dinner-bell. From dark until ten o'clock, for more than two hours, that young man stood on the rock waving his lantern and holding the sack. Sometimes he would ring the dinner-bell with all his might, and then he would shout like one possessed. He kept up an incessant din, never doubting for a moment that the snipe were coming in. The boys had done their work well, and he was fully impressed with the necessity of patience and perseverance to secure a good bag of birds. While this performance was going on the people of Wadsworth had all turned out to watch it. There was the young hunter high up on the hill, in the red glare of his lantern, his yells and shouts ringing in their ears. It was too good. The "boys" just rolled over and over on the flat, delirious with joy, kicking up their heels in an ecstasy of delight. They laughed so much that they could laugh no more. But still, when the red light would be swung and the shouts of "Snipe, snipe, snipe. O, snipe," would descend from the hill, they would experience fresh convulsions, and double up like youngsters stricken with colic after a feast of green apples. Suddenly the lantern was extinguished and all was silent on the hill. He had "tumbled" and was gone.—Reno (Nev.) Gazette.

Beautify Your Homes.

FURNISH your homes tastefully as far as you can. Make them beautiful according to your own standard, not according to the prevailing styles. Don't thrust all your beautiful things into some dark prison of a parlor where nobody can ever see them, but have them about you in the rooms that you inhabit, that they may be a perpetual charm to you in the present and linger with radiance and fragrance in the memories of all, long after the family group is scattered and the hearthstone has grown old. You should also give your influence and your means to encourage public ornaments, as well as public improvements commonly so called, in the community where you live. Every public ornament is a public improvement. Central Park in New York does more to conserve the morals of that city than 1,000 policemen. The town that is tastefully built will have fewer quarrels than the one made up of uncouth houses huddled together.—Ben. Washington Gladden.

OUR notions of what constitutes a good moral character depend somewhat on our early education and the atmosphere in which we live. Some one has said very truly that it is more creditable to some people to be half decent than to others to be saintly. A poor Irishman was asked by a Judge if a certain witness with whom he professed to be acquainted was of good character. "Well, your honor," was the reply, "he rides the Boible, he plays the fiddle, he never whips his old woman, and now and then he takes a drop of good whiskey. I don't know what more you could say for any man."—N. Y. Herald.